

**CITY OF DE SOTO**  
**SITE PLAN REVIEW COMMITTEE**  
City Hall, 32905 West 84<sup>th</sup> Street  
Thursday, November 9<sup>th</sup>, 2006, 7:00 P.M.

**MINUTES**

Site Plan Review Committee Chairman Mark Crumbaker called the meeting to order at 7:00 p.m.

1. Agenda Items:

- A. Review and recommendation of Site Plan for Wildcat Car Wash, located at 34200 Commerce Drive.

Chairman Crumbaker outlined the role and objectives of the Committee. He asked the Committee members, applicants and staff to briefly outline their concerns. City Planner Kim Buttrum noted that the front yard setbacks are not met by the vacuum building and the landscaping requirements are deficient by 163 units. Steve Baker, the City's Engineering consultant with Shafer, Kline & Warren said that a drainage study and traffic flows were necessary in this case, as was the need to address pedestrian access. Dustin Baker and Michael Drennon, applicants, stated that they would like the sidewalk situation addressed. Committee members Mary Guntert and Toni Caldwell noted that details regarding the architecture, trash enclosure and lighting should be provided on the plans. Crumbaker noted that his major concern is the buffering and noise to neighboring properties.

Buttrum stated that the front yard setback is 15 feet short of what is required, but as the property is a 'flag lot' that does not front onto Lexington Avenue, this is not of concern. Planning Commissioner Mike Kroeger agreed and added that it is better for the vacuum building to be pushed to the south of the property and away from residences to the north. The Committee agreed that the setback was not an issue.

The architect, Daren Carney with BCS Design, Inc. presented the Committee with materials and color samples. He stated that the primary façade material will be split faced block. This will be enhanced by using a combination of two colors, using bands of alternating color. Carney added that this is a departure from the submitted plans, which depicted cultured stone on not only the corners and columns, but on the ends of the buildings as well. They have also decided to go with a neutral asphalt roof instead of the green roof indicated on the plans. Buttrum reviewed the site plan requirements pertaining to percentage of masonry on the street façade; this is to be a minimum of 30% in the 'M-1' district. As split faced block is considered a 'solid cavity faced dimension stone product', the revised architectural materials appear to meet the requirement.

Dustin Baker noted that the name of the project has also changed from Wildcat Carwash to K-10 Carwash.

Drennon stated that the fence will be a solid wood privacy fence. They are basically maxed out on landscaping along Lexington Avenue because they also need visibility from the roadway. Baker added that the site slopes from north to south, this with the fence and extensive plantings will adequately buffer the residences. He stated that they've made an earnest attempt to protect neighboring properties from noise by placing the automatic car washes and the vacuums as far south as possible. Responding to a question from Kroeger, Drennon said that this will be a 24 hour operation. Crumbaker expressed concern over the impacts of nighttime lighting. Caldwell added that the neighbors to the immediate north have a row of large cedar trees, but properties to the northeast do not have much existing vegetation.

Brad Coots, the applicant's engineer with BHC Rhodes, stated that there will be a 6 foot rise going north to the 6 foot fence. Crumbaker asked for decibel levels. Drennon stated that they will try to provide this information for the Commission. Buttrum stated that the City's noise ordinance will dictate the allowable decibels. Baker stated that his vendor said that the vacuum levels will be fine because of the distance. After some discussion, Committee members agreed that some of the landscaping should be shifted from the west property line to the northeast corner of the site to further buffer the residences. Guntert asked about vehicular visibility with the trees beside the drive aisle. Brett Carlgren with BHC Rhodes replied that these maples do not have low lying foliage and are well suited for this location. After some discussion, Committee members said they are not overly concerned with meeting the landscaping calculations as long as there are well designed buffers.

Caldwell stated that she is concerned about the traffic; they did not see any traffic counts and Meiner's Market is a busy place. Steve Baker discussed that there is not going to be a high level of pedestrian traffic going to and from the car wash. Kroeger stated that people will be walking across the drive aisles to Meiners for convenience items. Carlgren said that the applicant would probably want to discourage pedestrian traffic within the site; they would not want people abandoning their cars except in a parking stall. Guntert stated that the Meiners property does not have anything that resembles a pedestrian crossing. After some discussion, Committee members agreed that the sidewalk segment as depicted on the plan should remain, but additional sidewalk extending down to Commerce Drive is problematic. This may be 'the best they can do' in this case.

The applicant's engineer and Steve Baker discussed how extensive a drainage study will be required. Carlgren stated that, in regards to traffic flow, the two entrances shown are 25 and 27 feet wide; 27 feet is typical for a residential street. These are appropriately sized. Drennon discussed that they decided against one-way access. Some discussion regarding trash enclosure details needing to be on the plan. The applicant stated that there will be large trash bins around the vacuum station.

Kroeger discussed that according to the photometric plan, the access points will be quite dim compared to the rest of the site. The Committee discussed shifting the light poles so that several are closer to the entrance. Drennon stated that there will be a shared monument sign with Meiners and a wall mounted sign on the west and south of the building. They are hoping for an opening in March or April. Buttrum discussed revision submittal dates with the applicant.

The meeting was adjourned by Chairman Crumbaker at 8:06 p.m.

Respectfully submitted,

Kim Buttrum  
City Planner